

INDIANAPOLIS REAL ESTATE DEALERS

North Tuxedo Addition
THE HIGHEST POINT ON EAST MICHIGAN ST.
THE FINEST ADDITION
AND THE **LOWEST PRICES**
Sixteen Minutes' Ride on the Irvington Electric Line!
ALL STREETS TO BE GRADED.
SIDEWALKS MADE AND TREES PLANTED.
NOTICE OUR RESTRICTIONS: No house to be built on the addition to cost less than \$800.
THE OFFICIAL SURVEY in the city engineer's office shows this Beautiful Addition to be 85 feet higher than the corner of Washington and Meridian streets, and 70 feet higher than the corner of Illinois and Twenty-fourth streets.
C. E. REYNOLDS & CO., 10 Circle St.

FIRE INSURANCE
We are prepared to write large or small lines of insurance in any of the old and reliable companies we represent at the lowest rates and best forms of policy. All our losses are promptly adjusted and paid at our office.
Home of New York, Phoenix of Hartford, Traders' of Chicago, Citizens' of New York, Etna of Hartford, Norwich Union of Eng. Greenwich of N. Y., Citizens' of Indiana, London Assurance of London, Commercial Union of London, Fidelity and Casualty of N. Y., Marine Dept. Ins. Co. of N. A. of Philadelphia.
CHAS. F. SAYLES,
Insurance, Real Estate and Loan Agent. 75 1/2 EAST MARKET STREET.

THOMAS A. MORRIS'S ADDITION
ASPHALT PAVEMENTS,
Cement Walks, Sewer, Water and Gas.
Special Prices will be made on these lots to earnest buyers.
JNO. S. SPANN & CO.,
86 EAST MARKET STREET.

College Avenue and Fifteenth Street.
Reagan Park
TAKE ELECTRIC CAR
Houses for Sale on Installment Plan
M. E. VINTON & CO.,
84 and 85 Commercial Club Building.

MARKET FOR REAL ESTATE

Not So Lively This Week as Last, but Still Doing Very Well.

Unusually Heavy Demand for Improved Property - Talks with a Number of the Dealers in Lots.

Among some real-estate men this week has not been so busy as was last. Whenever trade drops down a notch there are a number of reasons ascribed, and at times the variety of reasons expounded is marvelous. "Now," said a gentleman of the trade yesterday, "this week has been slow and I'll tell you why. Cheaper labor is commanding such a price dwelling builders will not purchase lots. The contractor is forced, in securing on a house, to note the increase of the price of lumber, which is bad enough, but on top of this he must figure on strikes to save himself and when the aggregates are fixed the builder is scared out and well he might be. I know of two instances on North Pennsylvania street, near Seventh, where this condition of affairs knocked out two sales."

Mr. Chas. Bookwalter said yesterday: "I have improved property in pioneer additions selling slowly but the inquiry for lots on which houses are already built is vigorous. Our well-paid mechanics and clerks want to buy homes where they can move immediately and stop rents. I made four sales of just such a nature this week. I know that this kind of property, while scarce, goes freely when put upon the market."

A decided move in any one direction is seldom noted in the field of real-estate dealings. Unlike commercial transactions, it generally requires rather a long time before a sameness with the exception of an occasional symptom of increased life or decline. Of course in saying this boom times are not considered, as such unwholesome conditions have fortunately never affected the market in this city. Just at the present time, however, there is a rush by a different class of purchasers from the usual, toward the land lying north of Fall creek, where lots of from two to five acres are taken and magnanimous \$5,000 to \$10,000 residences are being put up. It will be put up in the near future. This is a time when the residences may be surrounded by splendid grounds and made parks, while the street-car conveniences will be available and all that is desired by those locating there.

Mr. George Fowell has purchased four acres of the Hanway property on Central avenue beyond the creek, and will build a residence costing \$8,000. Dr. Eastman has bought five acres of J. W. Hadley, in Washington Park, fronting east on Washington boulevard, north of Thirtieth street, and will place upon it a palatial residence. Mr. J. H. Sessions, assistant general freight agent of the Peoria & Eastern, returned last night from a visit to Philadelphia. He added, "when traffic falls off we drop some men. So far as the shops are concerned we have been for eighteen months working large forces, but I presume the master mechanics are reducing their force of shop men to the usual number." Each official spoken to expressed himself as well pleased with the way improvements on the lines west of Pittsburgh were going on, and admitted that the lines east of Pittsburgh would have to look to their laurels, or the Western lines would lead them in the smoothness and solidity of track, stations, yards, etc.

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Terre Haute-Gains from weighing car load freight, \$2,355.14; from platform freight, \$1,317.50; from classification changes and rate inspection, \$283.50; total, \$3,956.14.
Evansville-Gains from weighing car load freight, \$1,317.50; from platform freight, \$1,317.50; from classification changes and rate inspection, \$283.50; total, \$2,918.50.

Personal, Local and General Notes.
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MORTON PLACE
IMPROVED STREETS, GAS AND WATER.
ROBT MARTINDALE & CO.
84 EAST MARKET ST.

BUY THE BEST! THE BEST IS
ARDMORE
Don't Live in a Swamp when for the Same Money you can Own a Home in God's Country.
Central-avenue lots, 60 feet front.....\$600
Broadway lots, 50 feet front.....400
Hammond-avenue lots, 50 feet front.....\$300.
Park-avenue lots, 50 feet front.....\$425
College-avenue lots, 50 feet front.....375
EVERY LOT HIGH AND DRY. GRAVEL BOTTOM CELLARS.
TERMS-\$25 cash; balance, \$10 per month. Second mortgage taken. Come in and get a plat.
C. A. BOOKWALTER and L. G. AKIN
96 1/2 EAST MARKET STREET, PHOENIX BLOCK.

A New and Unique Plan of How to Get a House and Lot worth from \$1,500 to \$1,800, for \$250.

The BYRAM LAND COMPANY have placed upon the market 168 lots located in various parts of the town of Brightwood. The cash value of these lots are from \$200 to \$450 each. The company have also built eight beautiful cottages in various parts of the town on these lots, valued at from \$1,500 to \$1,800 each. The method adopted for this sale is as follows: The 168 lots will be sold at the uniform price of \$250 each, the payments to be made as follows: \$15 cash to secure the contract of sale; then a payment of \$90 on or before the evening of July 15, 1893. On this date the purchasers will meet at the office of the company and elect a secretary, who will distribute to the purchasers, in a manner as they may elect, the contracts of deeds, making it possible for one in every sixteen persons to secure a house and lot for \$250, also making it possible that ninety out of every 168 persons shall secure lots worth from \$300 to \$450 cash, for \$250. The balance of the payment of \$250, after having paid \$105, can be paid at \$10 per month.

Don't forget the date. July 15, 1893, is the last chance to purchase one of these bargains. See plats.
G. A. BOECKLING & CO.,
67 EAST WASHINGTON ST. VANCE BLOCK.

Capitol Park Addition
RIGHT DOWN IN THE CITY, NEAR STREET CARS,
And ONLY 15 MINUTES' WALK from the STATE HOUSE.
STREETS IMPROVED, CHOICE SHADE TREES, FINE SOIL, DRY CELLARS, PURE WATER,
MOST DESIRABLE LOTS IN THE CITY FOR THE PRICE.
ONLY \$300.
Terms, \$50 cash; balance easy monthly payments. Rare opportunity for securing a home.
I. N. RICHIE, 58 EAST MARKET ST.

CLOVER-LEAF IN TROUBLE

Receiver Appointed for the Toledo, St. Louis & Kansas City Railroad.

President Calloway Named by Judge Ricks for the Ohio Portion of the Line-Pennsylvania Official on an Inspection Tour.

Judge A. J. Ricks appointed a receiver for the Clover-leaf road yesterday in the United States District Court at Cleveland, on the application of Stout & Cory, of New York, who filed a bill against the Toledo, St. Louis & Kansas City road, claiming to have a judgment for \$40,000, in the Common Pleas Court at Toledo, upon which execution had been returned unsatisfied. In their bill these plaintiffs set forth that a large amount of unsecured claims are pending against the defendants aggregating in all nearly one million dollars. Suits, they say, have been begun on many of these claims, and others are about to be instituted, and the road is insolvent and unable to meet them. The prosecution of this great number of suits, as is set forth, would entail a great accumulation of costs, and to avoid this unnecessary cost and to prevent the struggles of conflicting creditors and the depreciation of the property of the company, and to protect all creditors alike, they asked for the appointment of a receiver. Judge Ricks granted the petition, and named Mr. Samuel E. Calloway, of Toledo, the present president of the company, for the position. Col. Robert G. Ingersoll, general counsel for the company, who was present, consented to the appointment on behalf of the company, and application was made before Judge Woods, of the United States Circuit Court at Chicago, for a similar appointment for Indiana and Illinois.

Its freight line was known as the "Clover-leaf," and it was, apparently, doing a large business.

A petition for the extension of the receivership to Indiana was filed in the federal court in this city late Thursday evening by Attorney John M. Butler, who at once removed the papers and proceeded with them to Chicago to argue the case before Judge Baker, who is engaged there at present.

The Toledo, St. Louis & Kansas City road extends from Toledo to St. Louis, a distance of 453 miles, and has its general offices in Toledo. It was formerly a narrow gauge railroad, but a few years ago a number of large capitalists, with Mr. Samuel T. Kneeland, of New York, formerly of the Union Pacific, at their head, secured control of the stock and greatly improved the property. Its gauge was changed to standard, and, to all appearances, it was in a most flourishing condition.

It was asked what there was in the report which had come from the East to the effect that on this trip President Roberts and his associate officials and directors would make some bold moves for retrenchment on this trip. President Roberts, possibly to get off some nonpaying lines. He answered: "It must be so, for the subject has not been mentioned since we left Philadelphia. 'Usual,' he added, 'when traffic falls off we drop some men. So far as the shops are concerned we have been for eighteen months working large forces, but I presume the master mechanics are reducing their force of shop men to the usual number.' Each official spoken to expressed himself as well pleased with the way improvements on the lines west of Pittsburgh were going on, and admitted that the lines east of Pittsburgh would have to look to their laurels, or the Western lines would lead them in the smoothness and solidity of track, stations, yards, etc."

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lake shore boulevard on the South Side, extending about five miles in front of the city down to Fifty-fifth street. In return the company proposes to ask title to all new acquisitions. This, it is said, would eventually net the railroad over \$30,000,000.

Commencing May 28 the Chesapeake & Ohio will put on a solid train from Chicago to Washington, but this train, east-bound, will not pass through Indianapolis at the most desirable hour. It will probably run on the Big Four No. 124 time east-bound, and will pass Indianapolis somewhere between 11 and 12 o'clock a. m. north-bound.

The city of Jeffersonville has been pro- vided in aid of the construction of the bridge between Jeffersonville and Louisville. This is the bridge which it is said President Ingalls, should he extend his term of office, would have the Peoria & Eastern, expects to use for crossing the Ohio river.

Dr. H. Moore, general utility man of Harry Crawford & Sons, is on the proposed line of the extension of the Chicago & Southeastern road to Muncie, laying out new towns and locating depots, expecting so to develop the new section through which the road will pass. At Muncie the company proposes to build its passenger station uptown.

The Chesapeake & Ohio has established a world's fair passenger agent at 231 Clark street, Chicago, to work particularly among tourists, with view of sending them east over the C. & O., using White Sulphur Springs, Hot Springs and Red Sulphur Springs and other resorts, the variety and beauty of the scenery and the maximum passenger rates if the Atchison persists in reducing the tariff to Chicago. One-way rates will be charged to the same extent as round-trip rates, and a general reduction throughout the West is likely to prevail for some time after the expiration of the world's fair.

It is stated that on no road in this country is the stock concentrated so much in the hands of a few and likely to remain so for the next generation as is the stock of the Pittsburg, Fort Wayne & Chicago. At the annual meeting this week \$4,114 shares were voted unanimously on every question of importance. The Fort Wayne road is now in the best condition of any time in its history, both financially and physically.

One of the ten-wheel engines, built for the Big Four by the Richmond locomotive works, yesterday hauled Train 17 from Cincinnati to Indianapolis in two hours and fifty-two minutes. The train consisted of eight cars. It was the first trip of the engine on this train, and it came up the hill, with that heavy train, forty

miles an hour. William Garstang, superintendent of motive power of the Big Four, states that six months from now the Big Four will be the best equipped road, as to power, which crosses Indiana.

The ticket scalpers at Cincinnati are boycotting the Pennsylvania line. They buy round-trip tickets for Chicago over both the C. & O. and the Big Four at \$19 for the round trip, and then sell them to persons going to Chicago at \$25, while the one-way rate, Cincinnati to Chicago, is \$7. In the purchase of the ticket the scalper makes only 25 cents, but the party purchasing the ticket is 50 cents ahead. As these tickets are unlimited, the returning part is sent to a Chicago scalper, and he makes equally good use of it.

According to the Michigan City papers the executive committee of the world's fair has decided matters in favor of the Henry syndicate as regards the Delta Transportation Company landing its passengers at the Hook of the Henry syndicate in Jackson Park, and if the Monon and the Lake Erie & Western land their passengers at this dock they must pay 25 cents for the passenger landed. Of course, neither road will do this, and the Lake Erie & Western has arranged to land its passengers at a dock outside of the docks controlled by the executive committee of the world's fair.

The New York Sun, in its article on the New York Central's nineteen-hour train to Chicago, did the Lake Shore road an injustice when it said the Lake Shore was not in such physical condition as to admit of such high speed. The fact is that the Lake Shore tracks are superior, if anything, to those of the New York Central. The track is straight, practically, from Buffalo to Chicago, and the maximum grade is fourteen feet to the mile. The \$2,000,000 expended in the last eighteen months on the track of the Lake Shore has placed it with the best roads in this country.

A traffic manager, last evening, in speaking of the Toledo, St. Louis & Kansas City dropping into the hands of a receiver, remarked that usually he was very uneasy when roads went into the hands of a receiver, as it almost invariably led to cutting of rates by such road, but in this case, if rates were cut any deeper than that line has been cutting the last few months, the road would not pay operating expenses. He added that should the road continue in the policy of the past the solvent roads would ask the courts to instruct the receiver to advance rates to tariff and maintain them.

The meeting of general managers at Chicago, called to settle the world's fair rates in the West, discussed the subject all day, and finally left the matter in the hands of a committee of seven, which is to report to-morrow morning. The committee consists of Messrs. Newman, of the Northwestern; St. John, of the Rock Island; Hurry, of the Atchison; Ripley, of the Chi-

cago, Milwaukee & St. Paul; Merrill, of the Burlington; Townsend, of the Missouri Pacific; and Lomax, of the Union Pacific. The committee has no power of settlement, and will do nothing but recommend. Then the meeting will adjourn again.

PIERCED FIGHT WITH A PRISONER
Robert Hutchins, Accused of Wife-Beating, Makes Physical Objection to Arrest.

After a fierce struggle Constable Holmes yesterday afternoon arrested Robert Hutchins, a colored laborer employed on Seventh street, near the Big Four railroad crossing. Last Wednesday Hutchins's wife appeared before Justice Huband and made affidavit against her husband, charging him with assault and battery, and the appearance of the woman showed that it was an aggravated case. A warrant was issued for his arrest, but he kept in hiding until yesterday afternoon, when he was found at work shoveling. As soon as the officer attempted to arrest him he began to show his pugilistic training. Officer and prisoner clinched and fell together upon the street and then ensued a prolonged struggle during which the officer succeeded in drawing his bliv, with which he struck Hutchins a blow upon the head. The blow dazed him for a moment and when he recovered he found his hands encased in a pair of handcuffs. He was taken to the office of Justice Huband, where a commitment was secured and he was sent to jail awaiting his hearing on the charge made by his wife, which will be at 9 o'clock this morning.

Manic Elopers.
The secretary of the State Board of Charities was yesterday notified by Superintendent Smith, of the Eastern Hospital for the Insane, of the elopement of a patient, Frank Dreager, who was admitted from Allen county. The letter says that it is Dreager's fourth time of such an occurrence and that with the present facilities at the hospital it is almost impossible to restrain him. He disappeared about May 17 and has not been found.

County Settlements.
Settlements for May were made yesterday by the treasurers with the Auditor of State as follows:
Amount Paid In. Am't Reserved for Schools.
Adams.....\$14,245.65 \$9,383.14
Hurry.....15,047.48 7,511.69
Hurry.....20,644.12 12,883.07
Hurry.....23,644.11 10,704.53